



## City of Los Banos

Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814


Dear Mr. Morshed,

The City of Los Banos has been recently made aware that the screening period to narrow down the proposed high-speed rail alignments is nearing completion, and that both the "Pacheco Pass" and "Diablo Range Pass" corridors are to be recommended for further evaluation for the "Bay Area-to-Merced" rail alignment.

The City of Los Banos would like to state that it strongly supports the "Pacheco Pass" corridor alignment, and therefore the placement of a station within the vicinity of our community. The placement of a station in the proximity of the City of Los Banos, which would potentially link our city with every other proposed station location throughout the State would not only provide great economic benefits to our community, but would also benefit our many residents who currently commute to the South Bay Area by providing them a more efficient means of travel.

On behalf of the City of Los Banos, I would like to thank the California High Speed Rail Authority for allowing the City of Los Banos to provide public comment during the planning stages of this great project.

Sincerely,

  
Steve Rath  
City Manager  
City of Los Banos



Office of the City Clerk

December 28, 2001

Mr. Dan Leavitt  
California High Speed Rail Authority  
925 L Street, suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

At its meeting of December 11, 2001 the Berkeley City Council adopted a Resolution in support of a new transbay intercity rail crossing and a direct high speed route between San Francisco-East Bay-Sacramento.

The Metropolitan Transportation Authority has not included high-speed rail in its Regional Transportation Plan despite strong local support for this mode of transportation. It is important for Berkeley, along with other neighboring urban communities to encourage and support this mode of transit.

Sincerely,



Sherry M. Kelly  
City Clerk

Enclosure: Resolution No. 61,373-N.S.

cc: Lynn Suter, Lobbyist  
Merrill Wegner, Copeland, Lowery & Jacquez  
Weldon Rucker, City Manager  
Mayor Shirley Dean

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RESOLUTION NO. 61,373-N.S.

URGING THE CALIFORNIA HIGH SPEED RAIL AUTHORITY TO WORK WITH THE CITY OF BERKELEY AND OTHER CITIES AND AGENCIES TO DEVELOP A NEW TRANSBAY INTERCITY RAIL CROSSING AND DIRECT SAN FRANCISCO-EAST BAY-SACRAMENTO HIGH SPEED RAIL SERVICE

WHEREAS, the California High Speed Rail Authority adopted a plan in July 2000 that recommended a high speed rail system linking San Francisco and the East Bay to San Jose, the Central Valley, Los Angeles, and San Diego; and

WHEREAS, the California High Speed Rail Authority initiated the process of preparing a program-level Environmental Impact Report and Environmental Impact Statement, that includes a Draft First Screening Report (the Draft Report); and

WHEREAS, the Draft Report recommends that the high-speed rail system should use electrified steel-wheeled trains on steel tracks that are shared with other rail services, and should share the Caltrain Corridor with Caltrain between San Francisco, San Jose, and Gilroy; and

WHEREAS, the Draft Report also recommends that the Caltrain right-of-way be fully electrified, grade-separated, and provided with third rail and, where possible, a series of fourth tracks to allow express service to operate alongside local Caltrain service; and

WHEREAS, the California High Speed Rail Authority has also recommended a full evaluation of high-speed service between the East Bay and San Jose, but has not yet evaluated a direct East Bay to San Francisco link; and

WHEREAS, the proposed San Francisco Transbay Transit Terminal rail station has been designed to accommodate a future intercity and high-speed rail link to the East Bay; and

WHEREAS, the nearby Emeryville Amtrak Station is one of the top passenger railroad stations in the United States and is the most heavily used passenger railroad station in California, north of Los Angeles. This station serves as a terminus for long-distance San Francisco-bound passenger trains and is also the most heavily used station in the Capitol Corridor intercity passenger rail service, with free shuttle bus connections to the Bay Area Rapid Transit system; and

WHEREAS, the City of Berkeley's train station would provide an easy link in both an East Bay intercity rail system and an interstate high-speed rail system, and is conveniently located with respect to the Emeryville terminus.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel.: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

October 22, 2001

*Sent  
10/24/01*

*Sharon J. Brown, Chair*  
Cities of Contra Costa County

*Steve Kinsey, Vice Chair*  
Marin County and Cities

*Tom Ammann*  
City and County of San Francisco

*Ralph J. Appuzzo*  
Cities of Alameda County

*Keith Axtell*  
U.S. Department of Housing  
and Urban Development

*James T. Brall Jr.*  
Santa Clara County

*Mark DeSaulnier*  
Contra Costa County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Scott Haggerty*  
Alameda County

*Barbara Kaufman*  
San Francisco Bay Conservation  
and Development Commission

*Sue Lempert*  
Cities of San Mateo County

*John McLennore*  
Cities of Santa Clara County

*Michael D. Nevin*  
San Mateo County

*Jon Rubin*  
San Francisco Mayor's Appointee

*James P. Spering*  
Solano County and Cities

*Pamela Torfiatt*  
Association of Bay Area Governments

*Sharon Wright*  
Sonoma County and Cities

*Harry Yahata*  
State Business, Transportation  
and Housing Agency

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Director/Operations

*Therese W. McMillan*  
Deputy Director/Policy

Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mehdi,

Thank you for providing us a copy of the Authority's *Draft First Screening Report* for its program-level EIR/EIS for a 700-mile statewide high-speed rail system.

We are happy to see that the Altamont Pass alignments are no longer under consideration. The Commission still supports a Pacheco Pass gateway entry into the Bay Area as stated in a June 23, 1999 letter to the Authority and supported by MTC Resolution No. 3198 (attached). We are also pleased to see that you are also still proposing to serve all three of the region's major cities: San Francisco, Oakland and San Jose; these connections are also supported by MTC Resolution No. 3198.

We understand the trade-offs between the Direct Tunnel and Los Banos alignments to the south of San Jose. While the Direct Tunnel would be shorter and provide faster travel times to the Bay Area's major cities, it would miss Gilroy to the south and is significantly more expensive than the Los Banos alignment. The Los Banos alignment is significantly lower in cost, connects to Gilroy and additional Central Valley cities, but has slower travel times to the Bay Area. We would reserve judgment on a preferred alignment pending further analyses.

We believe the incremental approach being recommended to implement high-speed rail is prudent and cost-effective. The decision to eliminate Maglev technology and steel-wheeled technology that cannot share tracks in urban areas is therefore appropriate. As we have discussed, shared tracks on the San Francisco Peninsula is particularly appropriate since separate tracks adjacent to Caltrain or US 101 would require extensive purchase of additional right of way. While your report indicates that separate tracks along the Caltrain right of way would need to be on exclusive aerial alignment, our experience with BART to the San Francisco International Airport would lead us to believe that local Peninsula jurisdictions could request that the alignment be in exclusive subway, increasing the cost of the Peninsula segment several times over.

Along the East Bay, the I-880 alignment between San Jose and Oakland would appear to be preferred due to its estimated lower cost and higher ridership potential; this assumes you can resolve the Fremont Central Park Lake tunneling and I-880 median construction issues mentioned in the report. Expanding the Mulford line, which is

Page 2

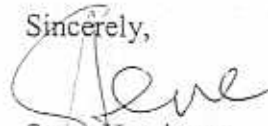
Mr. Mehdi Morshed

currently used by the Capitols service, would appear to be inferior to the I-880 alignment due to its higher cost, lower ridership potential and environmental issues; nonetheless, it should be evaluated further in case the I-880 alignment proves infeasible.

With regard to the proposed downtown Oakland station, West Oakland would appear to be the superior location. Not only would it connect to BART, but would also be better positioned to connect future service to San Francisco or Sacramento (MTC's Bay Crossing Study will evaluate a heavy rail option that connects San Francisco to the East Bay); the 12<sup>th</sup> Street/City Center station option would make this connection much more expensive.

We look forward to working with you during the EIR/EIS process. If you or you staff have any questions about these comments, please call me at 510.464.7810, or Doug Kimsey at 510.464.7794.

Sincerely,



Steve Heminger  
Executive Director

SH:DK

Cc: Commissioners

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## City and County of San Francisco

## Tails

## Resolution

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

File Number: 011807

Date Passed:

Resolution endorsing the Caltrain Corridor Alignment and Transbay Terminal Station for program-level environmental review by the California High Speed Rail Authority, supporting completion of the Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), and urging the California High Speed Rail Authority to work with the City and County of San Francisco and other agencies to identify and evaluate alternatives for a new Transbay Intercity Rail Crossing and direct San Francisco-Oakland-Sacramento High Speed Rail service.

October 15, 2001 Board of Supervisors — ADOPTED

Ayes: 11 - Ammiano, Daly, Gonzalez, Hall, Leno, Maxwell, McGoldrick,  
Newsom, Peskin, Sandoval, Yee



October 11, 2001

California High-Speed Rail Authority  
Members of the Board  
925 L. Street, Suite 1425  
Sacramento, CA 95814

Dear Members of the Board,

The City and County of San Francisco ("City") appreciate the opportunity to be involved in the California High-Speed Rail Authority's ("Authority") formal environmental review process.

We strongly support high-speed train service to San Francisco and are actively pursuing development of a world-class multi-modal transit facility on the Transbay Terminal site in the heart of the City's downtown. This new intermodal bus and rail facility will accommodate high-speed trains as well as a future rail extension to the East Bay, where connections can be made to tracks used by present and future Capitol Corridor, San Joaquin Corridor, and Altamont Corridor trains, permitting them to directly reach the economic and cultural heart of Northern California. The City believes that a regional terminal served by trains from all of these corridors, as well as the High-Speed service, is a key element in building a comprehensive rail-based transportation alternative for the state.

The City strongly supports high-speed trains sharing Caltrain tracks—the "shared use" option—along the San Francisco Peninsula to San Francisco. As shown by the recent Authority's studies, the alternatives to the "shared use" option—the use of dedicated high-speed train guideways along U. S. 101 or the Caltrain right-of-way—would be very costly and would have substantial adverse impacts on communities adjoining these corridors, including major adverse effects within San Francisco. We therefore concur with the recommendation to eliminate these dedicated guideway alternatives from further study. Correspondingly, since only the steel-wheel-on-steel-rail technology is capable of sharing tracks with other services on the Caltrain alignment, the City strongly supports the recommendation to eliminate the Maglev technology from further investigation for the statewide network.

The City encourages the Authority to further evaluate a system that would optimize use of Caltrain tracks by both Caltrain commuter rail and high-speed trains. Such an approach offers several advantages. First, it would have fewer adverse effects on communities





along the Peninsula and in San Francisco as compared to the dedicated guideway alternatives. Second, it would allow for incremental implementation of high-speed train service in Northern California as a first step toward a statewide high-speed train system. Third, it would help achieve common objectives for high-speed rail, conventional intercity corridor services, and the Caltrain commuter rail system. Examples include grade separation, electrification, and fencing of the entire Caltrain corridor and coordination with Caltrain's proposed "baby bullet" trains.

The City and County of San Francisco appreciate the coordination that has occurred between the City and the Authority. We look forward to working with the Authority on a more detailed evaluation of the "shared use" option for Caltrain and high-speed trains, with stations at San Francisco's International Airport and at a new Transbay Terminal in downtown San Francisco.

Thank you for the opportunity to provide our comments. We urge you to take action at your November 14, 2001 board meeting and advance the development of high-speed rail in San Francisco, Northern California and throughout our great state.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Willie L. Brown, Jr.", written over a horizontal line.

Willie L. Brown, Jr.  
Mayor

Cc: Governor Gray Davis

Mehdi Morshed, Executive Director, California High-Speed Rail Authority  
Michael Scanlon, Executive Director, Peninsula Corridor Joint Powers Board  
Members, Peninsula Corridor Joint Powers Board  
Maria Ayerdi, Executive Director, Transbay Joint Powers Authority  
Members, Transbay Joint Powers Authority  
Tom Ammiano, President, San Francisco Board of Supervisors



FILE NO. 011807RESOLUTION NO. 804-01

[Urging High Speed Rail Authority]  
Resolution endorsing the Caltrain Corridor Alignment and Transbay Terminal Station for program-level environmental review by the California High Speed Rail Authority, supporting completion of the Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), and urging the California High Speed Rail Authority to work with the City and County of San Francisco and other agencies to identify and evaluate alternatives for a new Transbay Intercity Rail Crossing and direct San Francisco-Oakland-Sacramento High Speed Rail service.

WHEREAS, the California High Speed Rail Authority adopted a business plan in July 2000 which recommended a High Speed Rail system linking San Francisco and Oakland to San Jose, the Central Valley, Los Angeles, and San Diego; and,

WHEREAS, the California High Speed Rail Authority initiated the process of preparing a program level Environmental Impact Report and Environmental Impact Statement (EIR/EIS); and,

WHEREAS, the California High Speed Rail Authority released a Draft First Screening Report in September 2001, which recommended using electrified, steel wheeled trains on steel tracks that can share tracks with other rail services for further evaluation in the EIR/EIS; and,

WHEREAS, The Draft First Screening Report recommends that high-speed rail share the Caltrain Corridor with Caltrain between San

\*\*MARK LENO\*\*, SOPHIE MAXWELL  
BOARD OF SUPERVISORS

Page 2  
10/9/01

1 Francisco, San Jose, and Gilroy, with stations in San Francisco at  
2 the Transbay Terminal and at Fourth and King streets; and,

3 WHEREAS, The Draft First Screening Report recommends that the  
4 Caltrain right-of-way be fully electrified, grade separated, and  
5 provided with third and, where possible, fourth tracks to allow  
6 express services to operate with local Caltrain services; and,

7 WHEREAS, The California High Speed Rail Authority have also  
8 recommended a full evaluation of high-speed service between Oakland  
9 and San Jose, but have not evaluated a direct Oakland to San  
10 Francisco link; and,

11 WHEREAS, The people of the City and County of San Francisco did  
12 pass Proposition H in 1999, which called for rebuilding the Transbay  
13 Transit Terminal as a combined bus and rail Terminal, serving  
14 Caltrain and future high speed rail service; and,

15 WHEREAS, The proposed Transbay Terminal rail station has been  
16 designed to accommodate a future intercity and high-speed rail link  
17 to the East Bay; now, therefore, be it

18 RESOLVED, That the City and County of San Francisco Board of  
19 Supervisors hereby endorses complete environmental review of the  
20 Caltrain Corridor Alignment for High Speed Rail Service between San  
21 Francisco and San Jose; and be it

22 FURTHER RESOLVED, That the City and County of San Francisco  
23 support shared operation of high speed and Caltrain services on a  
24 fully grade separated, electrified Caltrain line, provided with  
25 express tracks; and be it

1 FURTHER RESOLVED, That the City and County of San Francisco  
2 shall work cooperatively with the California High Speed Rail  
3 Authority and the Peninsula Corridor Joint Powers Board to ensure  
4 that improvements to the Caltrain line support operation of high  
5 speed rail service and local rapid-transit level service between San  
6 Francisco and San Jose; and be it

7 FURTHER RESOLVED, That the City and County of San Francisco  
8 support creation of a new intercity rail link between Oakland and the  
9 Transbay Transit Terminal in San Francisco, which will allow direct  
10 intercity rail service between San Francisco, Oakland, and  
11 Sacramento; and be it

12 FURTHER RESOLVED, That the City and County of San Francisco urge  
13 the California High Speed Rail Authority to fully evaluate  
14 alternatives for a direct high-speed link between the Transbay  
15 Terminal and Oakland; and be it

16 FURTHER RESOLVED, That completion of an intercity high speed  
17 rail system must be a high priority for the State of California, and  
18 urging the Governor and State Legislature to support completion of  
19 the EIR/EIS and to develop an action plan for implementing the  
20 recommended high-speed rail system for the State of California.  
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22  
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File No. 011807

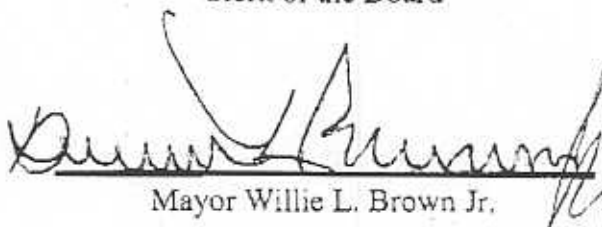
I hereby certify that the foregoing Resolution  
was ADOPTED on October 15, 2001 by the  
Board of Supervisors of the City and County  
of San Francisco.



Gloria L. Young  
Clerk of the Board

OCT 26 2001

Date Approved



Mayor Willie L. Brown Jr.

November 7, 2001

Mr. Mehdi Morshed, Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

The City of San Jose appreciates the opportunity to participate in the California High-Speed Rail Authority's (CHSRA) formal environmental review process. The City has enjoyed a positive working relationship with CHSRA staff throughout the project development process and we look forward to continuing to provide meaningful input as the project moves forward.

The City has reviewed the draft of the "First Screening Report" and has the following comments:

- We continue to support high-speed rail service to the Diridon Station with an emphasis on the continued investigation of the "Direct Tunnel Option" between San Jose and Merced. It is noted that the "Direct Tunnel Option" will provide the fastest systemwide service between the State's major population centers.
- The City of San Jose supports the continued investigation of shared track options with the Caltrain system for service north of San Jose to San Francisco. As a result, we also support the recommendation to eliminate Maglev technology from further investigation. We recommend pursuing steel-wheel-on-steel-rail technology capable of sharing tracks with other services.
- We support continued consideration of the "Santa Clara Station" with an integrated transit connection (e.g. Automated People Mover) to the adjacent San Jose International Airport.
- We are continuing to work with CHSRA staff to determine the best configuration for high-speed rail, Caltrain and freight along the Monterey Highway corridor in South San Jose.

- The City of San Jose recommends dropping consideration of the Mulford Line for service north of San Jose to Oakland as a result of the significant potential impacts to the Don Edwards National Wildlife refuge and the community of Alviso.
- The City of San Jose supports the recommendation to eliminate the US-101, and the Foothill alignments from further study. These alignments impact many residential communities and would face significant construction difficulties and environmental concerns.

These recommended actions are consistent with the City's vision for integrating the California High-Speed Rail system into our long range plans for a world-class multi-modal transportation system. Again, thank you for the opportunity to express our comments. We look forward to continuing to work with you to deliver high-speed rail service to the citizens of California.

Sincerely,

A handwritten signature in black ink, appearing to read "Hans F. Larsen", with a long, sweeping horizontal line extending to the right.

Hans F. Larsen, Deputy Director  
Transportation Planning Division

# OAKLAND CITY COUNCIL

RESOLUTION No. 75789

C.M.S. OFFICE OF THE CITY CLERK  
OAKLAND

INTRODUCED BY COUNCILMEMBER \_\_\_\_\_

REVISED

FILED  
01 OCT 24 PM 2:33

## RESOLUTION IN SUPPORT OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY STAFF'S PROPOSAL TO CONSIDER CITY CENTER BART AND WEST OAKLAND BART AS OPTIONS FOR A TERMINUS STATION AS PART OF THE ENVIRONMENTAL IMPACT REPORT SCREENING PROCESS FOR A HIGH-SPEED RAIL ALIGNMENT BETWEEN THE BAY AREA AND MERCED

WHEREAS, in 1996 the California State Legislature created the California High-Speed Rail Authority and charged the Authority with developing a plan for the construction, operation and financing of a statewide, intercity high-speed passenger rail system; and

WHEREAS, as part of the program level environmental impact report which began earlier this year, the Authority examined five potential sites in Oakland for high-speed rail stations including the Coliseum Bay Area Rapid Transit (BART) station which would be the first stop in Oakland and four other terminus station sites including 1) the Lake Merritt BART station; 3) the Jack London Square Amtrak station; 4) the City Center BART station; and 5) the West Oakland BART station; and

WHEREAS, the Authority's analysis of these station sites were based on five criteria including 1) ridership and revenue potential; 2) connectivity and accessibility to other transportation modes; 3) capital and operating costs; 4) impact on cultural resources; and 5) geological and soil constraints; and

WHEREAS, the technical analysis shows that a Lake Merritt BART station would serve essentially the same market as would be served by the Coliseum Station but would cost as much as the Civic Center station; and

WHEREAS, the technical analysis also shows that a Jack London Square station would be very expensive to build because of the need to tunnel through bay mud, under the Union Pacific Railroad tracks, and over the Alameda Tunnel; and

WHEREAS, as the Authority moves into the next phase of its more detailed environmental analysis, their staff has recommended that the number of terminus station options for Oakland be reduced from four to two; and

WHEREAS, the Authority staff proposes that, in addition to an initial Oakland stop at the Coliseum BART station, the next phase of the program level environmental analysis further examine terminus stops at City Center BART and West Oakland BART; and

WHEREAS, before acting on their staff's recommendation at their November 14 Board meeting, the Authority wanted this information shared with the Oakland City Council; now therefore be it



**RESOLVED**, that the City of Oakland City Council does hereby support the High-Speed Rail Authority's proposal to eliminate from further environmental analysis the terminus station option at Lake Merritt BART and at Jack London Square; and be it further

**RESOLVED**, that the City of Oakland requests that the High-Speed Rail Authority's continued work on the West Oakland terminus station examine the issues relative to full grade separation of the existing tracks (utilized by both freight and passenger services) and the street system through Jack London Square area at a level equivalent to the initial screening; and be it further

**RESOLVED**, that the City Council recognizes that before a high-speed rail station could be constructed in Oakland, a detailed project-level environmental impact report would be prepared.

IN COUNCIL, OAKLAND, CALIFORNIA, OCT 30 2001, 20\_\_

PASSED BY THE FOLLOWING VOTE:

AYES- BRUNNER, ~~CHANG~~, MAYES, NADEL, REID, SPEES, WAN AND  
PRESIDENT DE LA FUENTE - 7

NOES- None

ABSENT- None

ABSTENTION- None

Excused- Chang-1

ATTEST:



CEDA FLOYD

City Clerk and Clerk of the Council  
of the City of Oakland, California

I certify that the foregoing is a full, true and correct  
copy of a Resolution passed by the City Council of the  
City of Oakland, Calif., on OCTOBER 30, 2001

  
City Clerk.

Dan  
Sent  
10/22/01  
Douglas P. Sibley  
2175 Blackrock Place  
Martinez, CA 94553-4957  
October 4, 2001

Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814-3704

Dear Sir:

I heard in the news this morning that the California High-Speed Rail project was moving forward, due primarily to the events of September 11.

I applaud the Rail Authority's vigorous pursuit of this long-overdue project. I have attended two workshops in the recent past.

One suggestion I would like to make concerns the "East Bay leg". I understand that a suitable place for a station in Oakland is still being investigated. I would suggest that the northern terminus for the East Bay leg actually start in Richmond. I believe that there is more room there for storage and maintenance facilities than in the Oakland area. There appears to be broad, straight right of way between Richmond and Oakland to accommodate separate high-speed trackage. A station in Richmond would accommodate those coming from the North Bay, Marin, and the northern East Bay. Access to Richmond is much easier than to Oakland for those northern passengers. Getting to Oakland is challenge during most daylight hours and is frequently subject to delays due to "normal" congestion, not to mention frequent vehicle accidents.

Continuing on this thought, an Oakland station could be located at or near the "old" Southern Pacific station and travel underground under the Mandela Parkway to the current trackage heading south. The Mandela Parkway which has not as yet been developed, could become a more viable location for development.

I pray the overall project will now proceed quickly and provide safe, reliable, energy-efficient, high-speed travel from downtown to downtown.

Sincerely,

*Douglas P. Sibley*

FAX: 916.322.0827

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

*Sent 10/22/01*

Re: Support HSR sharing with Caltrain

Please approve the selection of sharing tracks with Caltrain as the only viable alternative for High Speed Rail on the Peninsula. This offers a unique opportunity to work cooperatively with regional transit agencies. The Caltrain system is the transit backbone of the Peninsula between San Francisco and San Jose. By working with Caltrain to build a 4 track system and eliminating dangerous at-grade road crossings the capacity and safety of the system is greatly improved. Not only is this option the least costly, both financially and environmentally, but also the most compatible with local land use. With the planned expansion of Caltrain tracks to provide needed express service there is not enough room for a separate, segregated High Speed train system. The downtowns of many towns and cities on the Peninsula grew up around Caltrain. Having them cut in half with an aerial structure running the length of the Peninsula is completely unacceptable.

Narrowing the list of alternate alignments and technologies is necessary if scarce state funds are to be spent on the most promising areas. Very high speed steel-wheel on steel-rail trains is a proven technology with over 37 years of operation in Japan and Europe. Today manufacturers are confident that trains capable of speeds of 220 mph or more are possible and practical. Therefore, it is important that very high speed steel-wheel on steel-rail trains be chosen.

Having the option of traveling on a high speed rail system is very important to me and to the continuing growth of the statewide transportation network. It remedies a gaping hole in our transit network which currently impedes travel between the Bay Area, Sacramento, the Central Valley, and Southern California. Integrated with a modernized and electrified Caltrain Metro and "Baby Bullet" service, the High Speed Rail project is key part of a fast, convenient, and seamless statewide and regional transit network. The cooperation offered by Caltrain is an outstanding example of how the Authority and regional commuter agencies can work together to provide significant statewide and local mobility and environmental benefits. I strongly urge you to support the staff recommendations on scoping.

Sincerely,

  
\_\_\_\_\_  
Signature

Bob Caletti  
605 Waller Dr.  
Menlo Park, CA 94025

Sent  
10/22/01

120 Camrose Pl.  
Walnut Creek, Calif. 94596-6722  
Oct. 16, 2001

California High Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, Calif. 95814

Gentlemen:

In reference to your letter of October 6, 2001 I am submitting the following comments:

1. Train Type You should use proven technologies if you wish to provide a reliable system at reasonable cost. Currently, the best train technology is the French TGV. I have ridden it on several occasions and found it superior in all respects to the Shinkansen and Talgo trains. The Talgo train is somewhat cramped and the ride is not as smooth as the TGV. The Acela with its tilting cars is an unnecessary complication that can only be justified on sharply curved track. The Maglev system, while "high tech", is power hungry, inflexible in terms of train make-up and routing, and requires an extremely expensive guide way structure. In addition, some of the proposed station locations in southern California are very close together precluding the higher speed advantage of Maglev. Although both the Japanese and the Germans have operational test tracks for Maglev systems neither country has committed to building a full fledged system. This should tell you something.

2. Routing You can't run high speed trains on curvy rights of way or steep grades and if the stations are close together. If you intend to operate local trains that make all the stops at your closely spaced stations then you should plan on three tracks through these areas to accommodate through trains. The secret of high speed operation is a stable subgrade and in earthquake territory this will be difficult to achieve. Where mountains are encountered tunnels are preferred. The French are currently building a tunnel boring machine which will be used to build a 43 ft. diameter two track tunnel 5.3 miles long as part of the extension of the TGV from Paris to Amsterdam. Tunnel building technology is state of the art, so don't go around the mountains go through them.

The reason I recommend european technology is that they are much more advanced than anyone else. I would hope that the Rail Authority does not have the "not invented here" mentality and maintains an open mind. After all, you owe it to the taxpayers to give us the most bang for the buck.

Yours truly,

*John F. Munro*

John F. Munro, P.E. (ret.)

Sent 11/27/01

FAX TO: 916.322.0827  
To: California High-Speed Rail Authority  
925 L Street, Suite 1423  
Sacramento, CA 95814

Re: Support HSR sharing with Caltrain

Please approve the selection of sharing tracks with Caltrain as the only viable alternative for High Speed Rail on the Peninsula. This offers a unique opportunity to work cooperatively with regional transit agencies. The Caltrain system is the transit backbone of the Peninsula between San Francisco and San Jose. By working with Caltrain to build a 4 track system and eliminating dangerous at-grade road crossings the capacity and safety of the system is greatly improved. Not only is this option the least costly, both financially and environmentally, but also the most compatible with local land use. With the planned expansion of Caltrain tracks to provide needed express service there is not enough room for a separate, segregated High Speed train system. The downtowns of many towns and cities on the Peninsula grew up around Caltrain. Having them cut in half with an aerial structure running the length of the Peninsula is completely unacceptable.

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As a member of the Bay Rail Alliance and local Sierra Club, I strongly urge you to support the staff recommendations on scoping.

Sincerely,



Signature

Aaron M. Israel

Print Name (please print legibly)

7 San Antonio Pl. #1

San Francisco, CA 94133

Print Mailing Address, City, Zip

**Ryan Houlette****Subject:** FW: ALERT: Push for High Speed Rail and Caltrain synergy!*Sent 10/22/01*

FAX TO: 916.322.0827

To: California High-Speed Rail Authority

925 L Street, Suite 1425

Sacramento, CA 95814

Re: Support HSR sharing with Caltrain

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Sincerely,

Signature



RYAN HOULETTE

Print Name (please print legibly)

725 Roble Ave #11

Menlo Park CA 94025

Print Mailing Address, City, Zip



**STANFORD**  
SCHOOL OF MEDICINE

Stanford University Medical Center

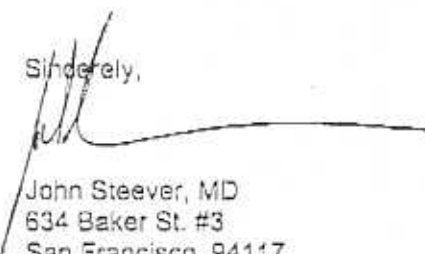
DEPARTMENT OF PEDIATRICS  
DIVISION OF ADOLESCENT MEDICINE  
Iris F. Litt, M.D., Director  
Janette L. Aby, M.D.  
Seth D. Ammerman, M.D.  
Cynthia J. Kappahin, M.D., M.P.H.  
John B. Steever, M.D.To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814*Sent 10/22/01*

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Sincerely,

  
John Steever, MD  
634 Baker St. #3  
San Francisco, 94117  
(415) 928-4698



FAX: 916.322.0827

Sent 10/22/01

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Support HSR sharing with Caltrain

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Sincerely,

Paul Caletti  
Signature

Paul Caletti  
649 Harvard Ave.  
Menlo Park, CA 94025

FAX: 916.322.0827

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

*Sent 10/22/01*

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Sincerely,

*Judy M. Caletti*  
\_\_\_\_\_  
Signature

Judy M. Caletti  
649 Harvard Ave.  
Menlo Park, CA 94025

FAX: 916.322.0827

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

*Sent 10/22/01*

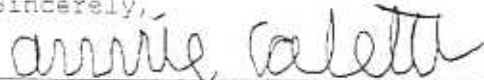
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Sincerely,



Signature

Annie Caletti  
621 Harvard Ave.  
Menlo Park, CA 94025

FAX: 916.322.0827

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

*Sent 10/22/01*

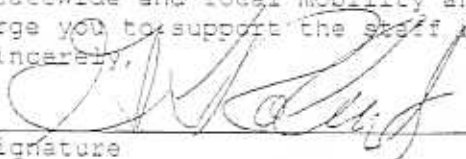
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Sincerely,

  
Signature

Gary Roberts  
620 San Mateo Dr.  
Menlo Park, CA 94025

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925 L Street, Suite 1425  
Sacramento, CA 95814

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Sincerely,



Signature

Paloma Roberts  
620 San Mateo Dr.  
Menlo Park, CA 94025



## Memo

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

FAX TO: 916.322.0827

From: John Cone

Date: November 10, 2001

Subject: **Support HSR sharing with Caltrain**

I realize that the following letter, prepared by Margaret Okuzumi, is well past the October 27 deadline, but this is my first chance to send it. **I believe HSR is essential to the states future and would encourage the staff and Commission to expand it by extending the San Jose-Oakland route to Sacramento.** The following letter addresses the routing on the Peninsula.

Please approve the selection of sharing tracks with Caltrain as the only viable alternative for High Speed Rail on the Peninsula. This offers a unique opportunity to work cooperatively with regional transit agencies. The Caltrain system is the transit backbone of the Peninsula between San Francisco and San Jose. By working with Caltrain to build a 4 track system and eliminating dangerous at-grade road crossings the capacity and safety of the system is greatly improved. Not only is this option the least costly, both financially and environmentally, but also the most compatible with local land use. With the planned expansion of Caltrain tracks to provide needed express service there is not enough room for a separate, segregated High Speed train system. The downtowns of many towns and cities on the Peninsula grew up around Caltrain. Having them cut in half with an aerial structure running the length of the Peninsula is completely unacceptable.

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## Memo

Sincerely,

Signature

  
John W. Cone  
628 Cuesta Drive  
Los Altos, CA 94024-4134

I am also attaching a letter I am sending to Rep. Anna Eshoo and Senators Feinstein and Boxer.

**Rep. Anna Eshoo**

**Subject: Amtrak Liquidation**

I am writing to encourage you to oppose the liquidation of Amtrak proposed by the Amtrak Reform Council by a 6-5 vote. While Amtrak certainly has its problems, I believe the basic reason is that it has been the continual political involvement in its management, and the Congress's failure to aggressively move towards a modern railway system (except in the Northeast Corridor). It is apparent that an effective high speed rail system can be both effective in attracting market share and can pay its operating expenditures. This has been demonstrated in both France and Japan. Considering total costs it cannot help but be more efficient in the 100 to 500 mile range than either airlines or automobiles. And it is certainly less costly and would have less environmental impact than the multi-billion dollar programs now being proposed in California at the San Francisco and Los Angeles International Airports. Where once we were the world's leaders in rail transportation, we are now 30 years behind both the French and the Japanese.

Therefore, I would urge you to reject the Council's split vote, and create a separate government corporation with adequate funding, like ConRail, that successfully rejuvenated the degenerating rail lines between the East Coast and MidWest cities.

Thank you for your consideration. Thank you for your many services to our community and the nation.



**FAX TO: 916.322.0827**

To: California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Support HSR sharing with Caltrain

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Sincerely,

Raymond J. Ahearn, 10-29-01  
Signature and Date

Raymond J. Ahearn  
Print Name (please print legibly)

555 10th Street, #417

Oakland, CA 94607  
Print Mailing Address, City, Zip

10/29/2001

**Dan Leavitt (HSR)**

---

**From:** Ruth Troetschler [rebugging@batnet.com]  
**Sent:** Tuesday, November 13, 2001 2:54 PM  
**To:** Dan Leavitt  
**Subject:** Design High Speed Rail

Ruth Troetschler  
184 Lockhart Lane  
Los Altos, CA 94022

Chair Diridon and board members of the CHSRA

I am delighted that the California High Speed Rail Authority is addressing routing and rail technology at its 14 November meeting. We can use high speed rail to reduce our reliance on airplanes and autos, and to reduce energy consumption, air pollution and sprawl. Thank you for considering comments and suggestions.

The following should be basic in your deliberations:

- \* Stations should be located in urban centers and at major airports.
- \* Each station should serve as a major transit center with good connections to local and regional transit systems.
- \* Ideally transit oriented development should surround the stations.
- \* High speed stations should never be located in rural or suburban areas because this would encourage sprawl and excessive automobile use.
- \* The system should use standard gauge rails which will allow the trains to share tracks with other intercity and commuter trains

In the Bay Area, the trains should use the Caltrain right of way and tracks to reach San Francisco station at the Transbay Terminal. Plans should include a connection from Transbay Terminal to the East Bay so trains could serve San Jose, San Francisco, Oakland, and Sacramento on one line.

Outside urban areas, the route should avoid undeveloped natural areas by following established rail corridors. Wildlife corridors under or over the line should be constructed to connect existing habitat and established hunting territories.

Thank you very much for considering these suggestions.

--

Ruth Troetschler

**SURFACE  
TRANSPORTATION  
POLICY  
PROJECT**

26 O' FARRELL STREET  
SUITE 400  
SAN FRANCISCO, CA 94108  
(415) 956-7795

634 SOUTH SPRING STREET  
SUITE 821  
LOS ANGELES, CA 90014  
(213) 629-2043

---

November 12, 2001

Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

STPP commends the important work you and your staff are undertaking in terms of helping lay the groundwork for a high speed rail system that will serve generations of Californians for years to come. We also understand you are about to make some important on station locations and route alignments as you enter the critical phase of environmental review.

STPP strongly believes that one of the primary benefits of a statewide high speed rail system in California will be to provide convenient city to city service; helping promote smarter growth patterns and urban redevelopment, especially in the San Joaquin Valley. We are happy to see several important recommendations be forwarded so far in terms of potential stations in downtown San Jose, Sacramento, Los Angeles and San Francisco. We also want to recommend that the authority keep several critical downtown stations in the San Joaquin Valley on the table as you enter the environmental review phase. In particular, we would like to see:

(a) a downtown Stockton station location be kept in the mix as you proceed into the environmental review phase. We understand a new station on the outskirts of Stockton may be recommended, while local officials want a downtown station. We'd like to see both options remain on the table for now and be studied further in the EIR/EIS in terms of costs and benefits;

(b) downtown Merced and Modesto stations be kept in the mix. Staff recommendations appear to be the Castle AFB and the current Modesto Amtrak station, while current city officials want HSR to stop at the edge of their cities we'd like to at least see the downtown station options be kept in for the environmental review phase -- Modesto in particular could see huge benefits to their downtown if and when they become a 30 minute train ride from San Jose and the Silicon Valley;

(c) that the short route between Bakersfield and Los Angeles over the grapevine be kept on the table. While an alignment through the Inland Empire may indeed make sense, its impacts on growth inducements need to be studied more carefully.

We appreciate this opportunity to comment on this particular phase of the project and look forward to working with you closely in the future. Please don't hesitate to call should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'JC', with a long horizontal flourish extending to the right.

James Corless  
California Director